

STREET SMART

December 5, 2001

Governments
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Meeting Summary of the SANBAG Board of Directors

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■ Board supports Prop. 42 for traffic congestion relief

SANBAG's Board of Directors gave its unanimous support to Proposition 42 and urged local agencies to do the same to relieve future traffic congestion statewide.

The Traffic Congestion Improvement Act, which is set for the March 2002 election, would permanently dedicate state sales tax revenue from gasoline taxes paid at the pump to transportation projects. Currently these taxes go to the State General Fund.

If adopted by the voters, Proposition 42 would become effective in the 2003-04 fiscal year and:

- Guarantee the governor's Traffic Congestion Relief Program provided in Assembly Bill 2928 from 2003-04 to 2007-08;
- Dedicate state sales tax revenue collected from gasoline sales to transportation programs, with 40% set aside for the State Transportation Improvement Program, 20% to cities for streets and roads, 20% to counties for road purposes and 20% for public transportation; and
- Create a mechanism for the state to suspend the sales tax revenue transfer in times of economic hardship on a 2/3 vote of the senate and assembly.



■ SANBAG chooses preferred route to link counties

A new route between Moreno Valley and the Redlands/Loma Linda area of San Bernardino County is a possibility worth exploring through an environmental impact report, the SANBAG Board of Directors decided.

During the past year, SANBAG and Riverside County Transportation Commission have been studying routes to link the two counties as part of Riverside's Community and Environmental Transportation Acceptability Process. Committees were formed to examine possible routes to improve traffic movement and safety. Eight such routes were identified.

Public meetings were held in April to obtain comments from citizens about the eight routes. Many meeting participants expressed the need to retain the rural character of the area and to restrict local access to the roads.

After reviewing comments from the meetings, the committees recommended building a new parkway from the Interstate 215/State Route 60 junction north along Morton Road and under Box Springs Mountain using a tunnel. This would connect to California Street at Interstate 10 at the Redlands/Loma Linda border.

SANBAG's Board members endorsed this alternative and voted to proceed with a state environmental impact report to analyze in detail this possible new route.

■ SANBAG to seek firms for I-215 environmental work in Colton, GT

SANBAG will begin soliciting proposals early next year from firms to prepare the draft environmental impact report/statement for the widening of Interstate 215 through Colton and Grand Terrace.

The project, which will include the addition of a carpool lane in each direction between Interstate 10 and the Riverside County line, is the last of SANBAG's Measure I freeway commitments. Funds totaling \$3.5 million have been allocated for this environmental work.

The analysis for this four-mile stretch of freeway is estimated to take seven to nine years.

■ MBTA ridership jumps 115%

Riding the bus is a booming pastime in the low desert, according to the Morongo Basin Transit Authority ridership figures for October, said Mike Bair, director of transit/rail programs.

In October, MBTA carried 20,729 passengers, an increase of 115% from last year's October riders. The transit system restructured its operations in August 2000 and has been responsive to questions about fares and routes, Bair said.

Down the Road ...

- Dec. 12: Administrative Committee, 9 a.m.; SCRRA Delegates Briefing, 11 a.m.
- Dec. 18-20: League of California Cities Annual Conference, Sacramento

Measure I lays tracks for county Metrolink rail service

Three train lines serve San Bernardino County

All Aboard! Every day, thousands of San Bernardino County commuters and fun seekers leave their cars behind and catch the Metrolink train. A premier rail service for the five-county southern California area, Metrolink offers a convenient, economical, clean, traffic-free and environmentally friendly alternative to single vehicle driving.

Riders praise the Metrolink for being comfortable enough to read, eat, sleep or work while riding the train. Easy connections to other train lines or ground transport make taking Metrolink even more appealing.

This month's issue of *"Measuring Success"* provides an overview of the Metrolink and its track record of keeping county residents moving.



Metrolink History and Funding

Metrolink began with the formation of the Southern California Regional Rail Authority, a joint powers authority comprised of San Bernardino, Riverside, Orange, Los Angeles and Ventura county transportation agencies. SCRRA formed in 1991, and train service started in October 1992.

Propositions 108 and 116 provided state and bond funds for the service, and each of the five counties have contributed local funds to Metrolink. Measure I, the half-cent transportation sales tax adopted by voters in 1989, has generated local dollars in San Bernardino County.

During the first 10 years of the measure (from 1990 to 2000), Measure I has provided \$39 million for Metrolink capital improvements, as well as an additional \$79 million in proceeds from sales tax revenue bonds issued in 1992. This investment included the purchase of railroad right-of-way, track rights, station construction, track and signal improvements, locomotive cars and passenger cars. Ongoing operational costs are funded by passenger fares and local funds provided by the member agencies.

San Bernardino County Service

Three Metrolink train lines serve San Bernardino County.

- The San Bernardino Line offers service to Los Angeles via 30 trains. Thirteen stations are situated along this route, which averages 10,032 riders each weekday, 2,415 riders on Saturday and 1,439 riders on Sunday, according to October figures.
- The Inland Empire Line carries passengers between San Bernardino and Orange County on 15 trains. A total of 11 stations serve this route, which runs Monday through Friday. Ridership averages 3,081 per day.
- The Riverside Line connects downtown Riverside to Los Angeles, stopping in Ontario. Twelve trains run per day at seven stations. Riders average 4,651 per day during the week and 235 on Saturdays.

Special Events

In addition to daily commuter service, Metrolink offers an option for entertainment purposes. Metrolink has carried riders to the California Speedway in Fontana for its NASCAR and CART races and to the Rose Parade in Pasadena on New Year's Day.

During the summer months, a special Beach Train carries sun worshippers to Orange County beaches, including San Juan Capistrano, Dana Point and Oceanside.

To spread holiday cheer, a Holiday Toy Express train, complete with Santa, makes stops at stations along the San Bernardino and Riverside lines to help firefighters distribute toys to needy children.

Leaving Their Cars Behind ...

More drivers than ever are taking Metrolink. Ridership on the San Bernardino Line grew 10% compared to a year ago. The number of passengers on the Riverside Line jumped 8%, and the number on the Inland Empire Line climbed 6%. Saturday and Sunday riders also increased from 2000 figures.

Even more promising is that two out of every three Metrolink riders previously made their commute alone. This is a significant contribution to the goal of improved mobility for the southern California region.

